

TABLE 1—MIRE FUNDAMENTAL DATA ELEMENTS FOR NON-LOCAL (BASED ON FUNCTIONAL CLASSIFICATION) PAVED ROADS

MIRE name (MIRE No.) <sup>1</sup>	
Roadway segment	Intersection
Segment Identifier (12) .....	Unique Junction Identifier (120).
Route Number (8) <sup>2</sup> .....	Location Identifier for Road 1 Crossing Point (122).
Route/street Name (9) <sup>2</sup> .....	Location Identifier for Road 2 Crossing Point (123).
Federal Aid/Route Type (21) <sup>2</sup> .....	Intersection/Junction Geometry (126).
Rural/Urban Designation (20) <sup>2</sup> .....	Intersection/Junction Traffic Control (131).
Surface Type (23) <sup>2</sup> .....	AADT (79) [for Each Intersecting Road].
Begin Point Segment Descriptor (10) <sup>2</sup> .....	AADT Year (80) [for Each Intersecting Road].
End Point Segment Descriptor (11) <sup>2</sup> .....	
Segment Length (13) <sup>2</sup> .....	
Direction of Inventory (18) .....	Unique Approach Identifier (139).
Functional Class (19) <sup>2</sup> .....	
Median Type (54) .....	
Access Control (22) <sup>2</sup> .....	
One/Two-Way Operations (91) <sup>2</sup> .....	Interchange/Ramp.
Number of Through Lanes (31) <sup>2</sup> .....	Unique Interchange Identifier (178).
Average Annual Daily Traffic (79) <sup>2</sup> .....	Location Identifier for Roadway at Beginning Ramp Terminal (197).
AADT Year (80) <sup>2</sup> .....	Location Identifier for Roadway at Ending Ramp Terminal (201).
Type of Governmental Ownership (4) <sup>2</sup> .....	Ramp Length (187).
	Roadway Type at Beginning Ramp Terminal (195).
	Roadway Type at Ending Ramp Terminal (199).
	Interchange Type (182).
	Ramp AADT (191). <sup>2</sup>
	Year of Ramp AADT (192). <sup>2</sup>
	Functional Class (19). <sup>2</sup>
	Type of Governmental Ownership (4). <sup>2</sup>

<sup>1</sup> Model Inventory of Roadway Elements—MIRE, Version 1.0, Report No. FHWA-SA-10-018, October 2010, [http://safety.fhwa.dot.gov/tools/data\\_tools/mirereport/mirereport.pdf](http://safety.fhwa.dot.gov/tools/data_tools/mirereport/mirereport.pdf).

<sup>2</sup> Highway Performance Monitoring System full extent elements are required on all Federal-aid highways and ramps located within grade-separated interchanges, *i.e.*, National Highway System (NHS) and all functional systems excluding rural minor collectors and locals.

TABLE 2—MIRE FUNDAMENTAL DATA ELEMENTS FOR LOCAL (BASED ON FUNCTIONAL CLASSIFICATION) PAVED ROADS

MIRE name (MIRE No.) <sup>1</sup>
Roadway segment:
Segment Identifier (12).
Functional Class (19). <sup>2</sup>
Surface Type (23). <sup>2</sup>
Type of Governmental Ownership (4). <sup>2</sup>
Number of Through Lanes (31). <sup>2</sup>
Average Annual Daily Traffic (79). <sup>2</sup>
Begin Point Segment Descriptor (10). <sup>2</sup>
End Point Segment Descriptor (11). <sup>2</sup>
Rural/Urban Designation (20). <sup>2</sup>

<sup>1</sup> Model Inventory of Roadway Elements—MIRE, Version 1.0, Report No. FHWA-SA-10-018, October 2010, [http://safety.fhwa.dot.gov/tools/data\\_tools/mirereport/mirereport.pdf](http://safety.fhwa.dot.gov/tools/data_tools/mirereport/mirereport.pdf).

<sup>2</sup> Highway Performance Monitoring System full extent elements are required on all Federal-aid highways and ramps located within grade-separated interchanges, *i.e.*, National Highway System (NHS) and all functional systems excluding rural minor collectors and locals.

TABLE 3—MIRE FUNDAMENTAL DATA ELEMENTS FOR UNPAVED ROADS

MIRE name (MIRE No.) <sup>1</sup>
Roadway segment:
Segment Identifier (12).
Functional Class (19). <sup>2</sup>

TABLE 3—MIRE FUNDAMENTAL DATA ELEMENTS FOR UNPAVED ROADS—Continued

MIRE name (MIRE No.) <sup>1</sup>
Type of Governmental Ownership (4). <sup>2</sup>
Begin Point Segment Descriptor (10). <sup>2</sup>
End Point Segment Descriptor (11). <sup>2</sup>

<sup>1</sup> Model Inventory of Roadway Elements—MIRE, Version 1.0, Report No. FHWA-SA-10-018, October 2010, [http://safety.fhwa.dot.gov/tools/data\\_tools/mirereport/mirereport.pdf](http://safety.fhwa.dot.gov/tools/data_tools/mirereport/mirereport.pdf).

<sup>2</sup> Highway Performance Monitoring System full extent elements are required on all Federal-aid highways and ramps located within grade-separated interchanges, *i.e.*, National Highway System (NHS) and all functional systems excluding rural minor collectors and locals.

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**PENSION BENEFIT GUARANTY CORPORATION**

**29 CFR Parts 4022 and 4044**

**Allocation of Assets in Single-Employer Plans; Benefits Payable in Terminated Single-Employer Plans; Interest Assumptions for Valuing and Paying Benefits**

**AGENCY:** Pension Benefit Guaranty Corporation.

**ACTION:** Final rule.

**SUMMARY:** This final rule amends the Pension Benefit Guaranty Corporation's regulations on Benefits Payable in Terminated Single-Employer Plans and Allocation of Assets in Single-Employer Plans to prescribe interest assumptions under the benefit payments regulation for valuation dates in April 2016 and interest assumptions under the asset allocation regulation for valuation dates in the second quarter of 2016. The interest assumptions are used for valuing and paying benefits under terminating single-employer plans covered by the pension insurance system administered by PBGC.

**DATES:** Effective April 1, 2016.

**FOR FURTHER INFORMATION CONTACT:** Catherine B. Klion (*Klion.Catherine@PBGC.gov*), Assistant General Counsel



Rate set	For plans with a valuation date		Immediate annuity rate (percent)	Deferred annuities (percent)					
	On or after	Before		$i_1$	$i_2$	$i_3$	$n_1$	$n_2$	
*	*	*	*	*	*	*	*	*	*
270	4-1-16	5-1-16	1.00	4.00	4.00	4.00	7	8	

**PART 4044—ALLOCATION OF ASSETS IN SINGLE-EMPLOYER PLANS**

■ 4. The authority citation for part 4044 continues to read as follows:

Authority: 29 U.S.C. 1301(a), 1302(b)(3), 1341, 1344, 1362.

■ 5. In appendix B to part 4044, a new entry for April–June 2016, as set forth below, is added to the table.

**Appendix B to Part 4044—Interest Rates Used To Value Benefits**

\* \* \* \* \*

For valuation dates occurring in the month—	The values of $i_t$ are:							
	$i_t$	for $t =$	$i_t$	for $t =$	$i_t$	for $t =$	$i_t$	for $t =$
*	*	*	*	*	*	*	*	*
April–June 2016 .....	0.0277	1–20	0.0286	>20	N/A			N/A

Issued in Washington, DC, on this 9th day of March 2016.  
**Judith Starr,**  
*General Counsel, Pension Benefit Guaranty Corporation.*  
 [FR Doc. 2016-05733 Filed 3-14-16; 8:45 am]  
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**DEPARTMENT OF TRANSPORTATION**

**Saint Lawrence Seaway Development Corporation**

**33 CFR Part 401**

[Docket No. SLSDC-2016-0004]

RIN 2135-AA39

**Seaway Regulations and Rules: Periodic Update, Various Categories**

**AGENCY:** Saint Lawrence Seaway Development Corporation, DOT.  
**ACTION:** Final rule.

**SUMMARY:** The Saint Lawrence Seaway Development Corporation (SLSDC) and the St. Lawrence Seaway Management Corporation (SLSMC) of Canada, under international agreement, jointly publish and presently administer the St. Lawrence Seaway Regulations and Rules (Practices and Procedures in Canada) in their respective jurisdictions. Under agreement with the SLSMC, the SLSDC is amending the joint regulations by updating the Seaway Regulations and Rules in various categories. The changes will update the following sections of the Regulations and Rules: Condition of Vessels; Seaway Navigation; and, Information and Reports. These amendments are necessary to take account of updated procedures and will

enhance the safety of transits through the Seaway. Several of the amendments are merely editorial or for clarification of existing requirements.

**DATES:** This final rule will be effective on March 21, 2016.

**ADDRESSES:** *Docket:* For access to the docket to read background documents or comments received, go to <http://www.Regulations.gov>; or in person at the Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

**FOR FURTHER INFORMATION CONTACT:** Carrie Mann Lavigne, Chief Counsel, Saint Lawrence Seaway Development Corporation, 180 Andrews Street, Massena, New York 13662; 315/764-3200.

**SUPPLEMENTARY INFORMATION:** The Saint Lawrence Seaway Development Corporation (SLSDC) and the St. Lawrence Seaway Management Corporation (SLSMC) of Canada, under international agreement, jointly publish and presently administer the St. Lawrence Seaway Regulations and Rules (Practices and Procedures in Canada) in their respective jurisdictions. Under agreement with the SLSMC, the SLSDC is amending the joint regulations by updating the Regulations and Rules in various categories. The changes will update the following sections of the Regulations and Rules: Condition of Vessels; Seaway Navigation; and, Information and Reports. These updates are necessary to take account of updated procedures which will enhance the safety of transits through the Seaway.

Many of these changes are to clarify existing requirements in the regulations. Where new requirements or regulations are made, an explanation for such a change is provided below. A Notice of Proposed Rulemaking was published in the **Federal Register** on February 5, 2016 (81 FR 6198). No comments were received. The joint regulations will become effective in Canada on March 21, 2016. For consistency, because these are joint regulations under international agreement, and to avoid confusion among users of the Seaway, the SLSDC finds that there is good cause to make the U.S. version of the amendments effective on the same date.

**Regulatory Notices: Privacy Act:** Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78) or you may visit <http://www.Regulations.gov>.

The SLSDC is amending four sections of the Condition of Vessels portion of the joint Seaway regulations. In § 401.10, "Mooring lines", the two Corporations are permitting vessels not greater than 200 m in overall length to use soft lines instead of wire lines. Over the past 3 years, vessels greater than 150 m in overall length have been permitted to use type approved soft lines on a test basis, with successful results. Based on these same results, the SLSDC is amending § 401.11, "Minimum Requirements—mooring lines and fairleads" to permit the operator of